

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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## SECURITY INFORMATION

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COUNTRY Rumania

SUBJECT Soviet Air Force in Rumania:  
Equipment, Personalities

REPORT

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USAF review completed.

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(FOR KEY SEE REVERSE)

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the following airfields were occupied by the Soviet Air Force as of 13 March 1952: Bucharest/Otopeni (4434N-2605E); Zilistea (4513N-2658E); Constanta/Mamaia (4418N-2836E); Giorogarla (4426N-2553E); and unspecified airfields in western Rumania.

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During the period 10 to 24 May, 1952, the Yugoslav Air Staff engaged in a radio monitoring project of western Rumanian airfields which might be operated by the Soviet Air Force. The project began at Zemun Airfield (4450N-2024E); it was unsuccessful at first, however, because of poor reception.

Monitoring was not carried on on Saturdays, Sundays and Mondays, the days when there is no flying in the Rumanian Air Force.

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on five or six occasions between 10 and 24 May 1952, Soviet air to ground contacts between the frequencies of 4100 and 4300 kilocycles these voice radio conversations were triangulated and found to originate in the Arad (4611N-2119E) region.

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2. Between 1945 and 1947, the Soviet Air Force and Rumanian Air Force jointly occupied Stalin (Brasov) Airfield (4541N-2537E).

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[redacted] the strength of the unit was 60 to 70 aircraft, two-thirds of which were the IL-2 (Stormovik) type, and one-third the YAK-9 type. Early one morning in the Spring of 1947, the entire Soviet Air Force unit was moved out within 1½ to two hours.

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[redacted] since 1947 and as of March 1952, there has been no joint operation or airfield occupation by the Soviet and Rumanian Air Forces.

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[redacted] Bucharest/Otopeni:

[redacted] the Soviet Air Force had one division of YAK-9 conventional engine fighters numbering 40 to 50, one division of straight leading edge jet fighters, possibly YAK-15 type; [redacted] Since the Summer of 1951, after the completion of runway extension, the Otopeni Airfield has absorbed all Soviet Air Force aircraft stationed at Bucharest/Pipera Airfield, which was released to the 9th Liaison Regiment of the Rumanian Air Force.

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Zilistea Airfield: The Soviet Air Force strength at this field is approximately 60 YAK-9 conventional engine fighters, seven to nine YAK-11 conventional engine trainers and four to five PO-2 single-engine biplane trainers.

[redacted] During May 1951, the Soviet Air Force released Buzau Airfield and moved to Zilistea Airfield, causing Air Cadet School #1 at Zilistea to move to Tecuci Airfield /4551N-2724E/ and the Aviation Instruction Center at Tecuci to move to Buzau Airfield. Air Cadet School #2 was unaffected and remained at Focsani/South Airfield /4540N-2712E/ with headquarters in the city of Focsani.

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Constanta/Mamaia Airfield: [redacted] the Soviet Air Force had (possibly) one squadron of YAK-9 conventional engine fighters and three Boston-type light bombers on this airfield.

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[redacted] These apparently were kept on the field on a ready-for-take-off basis. There were also three Boston light bombers and two DC 3 transports. [redacted] this was the Black Sea liaison field for Odessa.

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Timisoara or Arad region: These are Soviet Air Force-operated airfields.

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[redacted] the Soviet Air Force units in Rumania have their headquarters in Odessa.

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[redacted] Soviet Air Force personalities [redacted]  
advisers to the Rumanian Air Force. As of March 1952, [redacted]

(a) Maj Gen Dushkin, Chief Soviet Adviser to the Rumanian Air Force, who actually dictates policy to Maj Gen Nicolas Fulga, Commander of the Rumanian Air Force.

(b) Col Pankov, Soviet Adviser for conventional engine fighters.

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(c) Col Kuznetzov, Soviet Adviser to the 7th Bomber Division, with headquarters, as of March 1952, in Brasov (Orasul Stalin).

(d) [redacted] a Soviet Air Force colonel is the Soviet Technical Air Adviser and works in the same office with Maj Gen Dushkin.

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Conventional engine fighters: two fighter regiments at Otopeni  
two fighter regiments at Zilistea  
one fighter squadron at Constanta/  
Mamaia

Jet engine fighters: one jet division (two or three regiments) at Otopeni.

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[redacted] Ciorogarla Airfield was to be used by Soviet Air Force jet fighters upon completion of the concrete runway.

Conventional engine ground attack: possibly two regiments in Western Rumania or Hungary.

Bomber units: [redacted] no Soviet Air Force bomber units in Rumania.

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Transport units: [redacted] there is no organized Soviet Air Force transport unit in Rumania. A few transports are located at Constanta/Mamaia and others fly into Bucharest/Baneasa /4431N-2605E/.

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